

Subject: Re: New Red Curbs in front of the Alexandria

From: Ray Lau

Date: 07/01/2016 02:16 PM

To: Blair Besten

CC: Mehrdad Moshksar <mehrdad.moshksar@lacity.org>, Devon Farfan <devon.farfan@lacity.org>, Jessica Alvarenga <jessica.alvarenga@lacity.org>, Anika Ostin <anika.ostin@lacity.org>, Eric Shomof <eric@pacinvestmentla.com>, Vincent Chan <vincent.chan@lacity.org>, Maurice Camacho <maurice.camacho@lacity.org>

Thanks for the update. Be advise that Main and 5th is also on the list of Bike Share Station locations in DTLA. I am waiting to hear back from our Bike Share group. Thx.



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On Fri, Jul 1, 2016 at 2:11 PM, Blair Besten <blair@historiccore.bid> wrote:

Thank you so much for your prompt responses. We have a bike share station at 5th and Main, just one block away so it's doubtful it's for that. We have currently no lane closures for construction in the immediate area -- there will be significant construction at 433 Spring (adaptive reuse not new construction) and new construction up between 6th and 7th on Spring and 4th and Broadway but nothing happening near 5th and Spring.

Hope this information helps.



Blair Besten
Executive Director

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On Fri, Jul 1, 2016 at 1:57 PM, Mehrdad Moshksar <mehrdad.moshksar@lacity.org> wrote:

Ray, it's also possible this was done due to construction lane closures around that area. I can not confirm that at this time but I thought I share the possibility of long term construction lane closures which sometimes requires removal of meter heads or loading zones.

I'm including Maurice with DOT's Expedited Construction section and Vincent with DOT's B-Permit section for their possible input.

Thanks,

Mehrdad Moshksar
Transportation Engineer
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On Fri, Jul 1, 2016 at 1:47 PM, Ray Lau <ray.lau@lacity.org> wrote:

Morning all,

The only possible cause for this removal of the PLZ and installation of the red curb would be the upcoming Bike Share Station that is being implemented all over DTLA. The list I had received from the DOT Bike Share group showed S. Spring & W. 5th St as one of the location. No address shown but most likely this is the reason for the new red curb.

I will be checking with that group to confirm and to bring your concerns to them for reconsideration. Be advised that the Bike Share is a pilot, but could be permanent if found valuable and successful. If the Bike Share is moving forward, then we can look at relocating what was taken away to other parking spots just south of 501 S. Spring. We apologize for any inconvenience this had caused to the residents of Alexandria and surrounding businesses. The residents of Alexandria may find the Bike Share Station convenient and beneficial in that it will provide an alternative mode of transportation to get around town without the use of a motor vehicle, thereby promoting sustainability, livability, and revitalization of Downtown LA. Thank you and talk to you soon.



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On Fri, Jul 1, 2016 at 12:42 PM, Devon Farfan <devon.farfan@lacity.org> wrote:

Good Afternoon,

I would contact Mehrdad Moshksar as far as the red zone installation. I have copied him on this email so you can bring him in the loop on your questions.

On Fri, Jul 1, 2016 at 11:16 AM, Blair Besten <blair@historiccore.bid> wrote:

Dear Everyone,

I know that we are beginning the holiday weekend, but I wanted to get pointed in the right direction prior to next week if possible. I worked for the last developer on the Alexandria, prior to this owner taking possession so I have a bit of institutional knowledge on this issue.

We successfully petitioned and got loading zones (passenger loading) in front of the Alexandria at 501 S Spring Street maybe 10 or more years ago. We also had a couple of parking meters in the front, as well.

Very recently, these were all removed and a large red curb put into place. There are a number of disabled and elderly people at the Alexandria requiring immediate loading. Meals on Wheels also pulls up and delivers in front of the building, as well. They are a non profit and cannot afford the tickets for double parking, etc. Fire trucks have the ability to double park in the event of an emergency, but others who rely on the convenience do not.

1. How can we find out how this happened without opt in by the property owners?
2. How can we get this reversed? This is a low income building and needs the ability to assist its disabled residents and have loading for deliveries, as well. These changes have left the building completely locked down with red curb and long term meters.

Thank you,



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